

RICHMOND, VA., SUNDAY, JULY 23, 1911.

PRICE FIVE CENTS.

REAL ESTATE AND BUILDING NEWS

Much Quietness on the Rialto; That Is to Say, in Richmond.

HOLIDAY SEASON; GENERAL DULLNESS

Home Makers Taking Advantage of the Summer Solstice—Making Some Right Good Midsummer Deals—That Is What Some of the Agents Say.

Talking with one of the best informed real estate men yesterday afternoon, I learned that the past week was considerably dull. He explained the situation to me in a way that I did not like, but all the same it seemed to me he was telling the truth, and the truth is the only thing I am in search of.

I guess what this truthful real estate agent told me must be the basis of all of my real estate gossip for the current week. Just what he told me may not be just what the public wants to hear, but all the same I suspect it is more or less correct.

Summed Up.
To sum the whole situation up in brief, it may be said that there were no large deals worthy of mention. All of the agents and all of the boomers have all kinds of hopes for the immediate future, but they have not made any good sales the past week.

They say that the inquiry is very bright, and they expect big sales the coming fall, but all the same they are a little slow in reporting immediate cash sales.

Home Buyers in Evidence.
From what I can learn from the home buyers and the other good folks who are looking for cheap home sites, I am inclined to think that the home buyers are very much in evidence. It may be that the owners of and the holders of these home sites are disposed to be a little too exacting when it comes to selling to the home buyers. I have heard some complaint of that kind.

Anyhow, home buyers have been much in the majority during the past week, and I learn from good sources that almost \$500,000 have been invested the past week in home making property.

Some other reports as to investments could easily run the real estate transactions of the week up to \$1,000,000. There are many rumors in the air as to big deals on Broad Street and some other streets. I heard that H. S. Wallerstein had bought a whole lot of ground, and I button-holed him in the office of Pollard & Bagby and asked him for particulars. Mr. Wallerstein broke his suspender strings getting away from me, and said he would see me later. It is not very much later, but I have not seen him since. Maybe I will not see him much more until the whole thing is closed. Wallerstein is hard to reach when he doesn't want to be reached.

From all the information I can gather the real estate transactions of the past week footed up about \$1,500,000. This includes deals that took place within the city limits and the more active transactions within the suburban regions.

CROPS IN GOOD CONDITION.

Recent Rains Beneficial—Surveying Line for Railroad.

[Special to The Times-Dispatch.]
Etta Mills, Va., July 22.—There has been good rains every Friday for the last three weeks in this section, and the crops are in good condition. The dry seasons in May and June gave the farmers a chance to work their crops ahead of the grain, and they did it, consequently the crops are looking prosperous.

Channing M. Ward, of the Northern Neck Railroad, has been surveying a line from Doswell, where the Chesapeake and Ohio and Richmond, Fredericksburg and Potomac railroads cross each other, down the Rappahannock river to the Mattaponi river, which point the engineers reached to-day. Mr. Ward and his men will be built by this route on to Tappahannock, thence across the Rappahannock to the Northern Neck via Warsaw on to the Chesapeake Bay. He declared the people are responding to the requests of the road in way on giving the rights of way and the 600 acres for every acre of land owned within six miles of the railroad. To raise the amount asked for by the Richmond and Northern Neck Railroad, which amount is \$100,000, he declared the people are three counties asked to raise that amount—King William, King and Queen and Essex.

INDUSTRIAL BRIEFLETS.

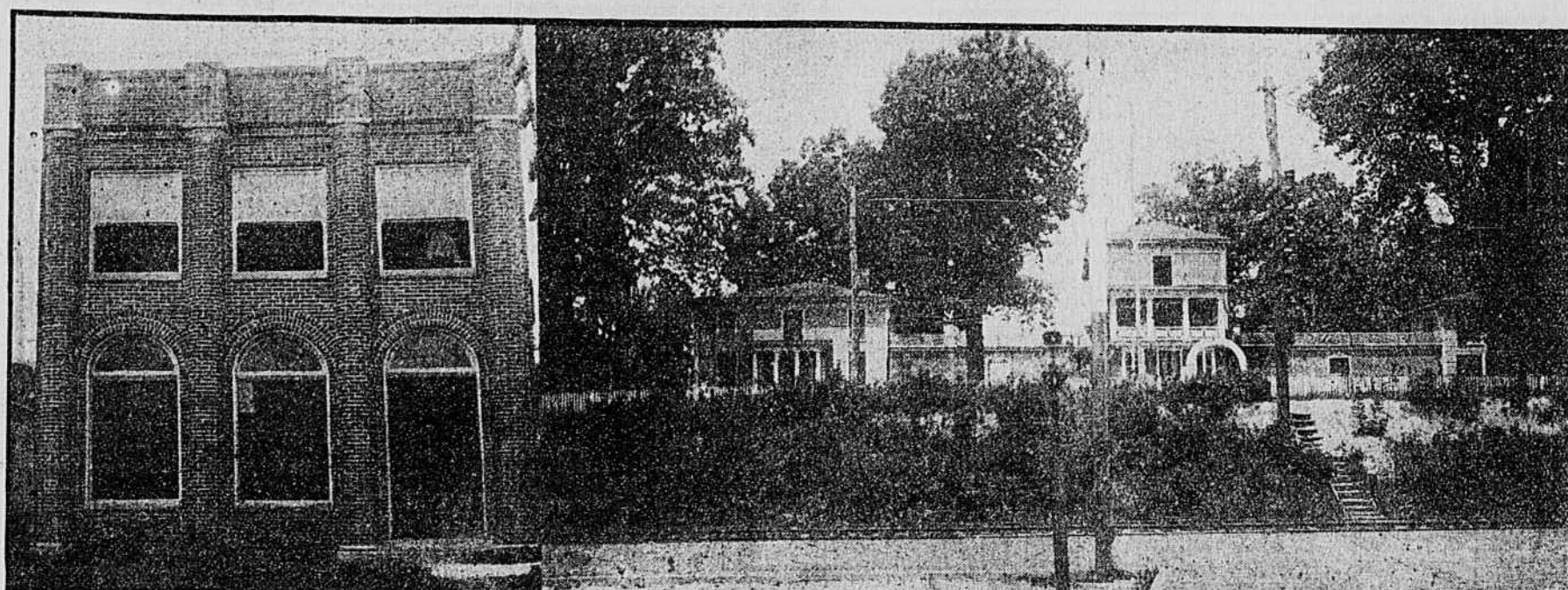
Notes from All Over the Wide-Awake South.

Chattanooga, Tenn., July 22.—For the week just ended all the reports from all parts of the South and Southwest, as made to the Tradesman, are encouraging. The reports show that general rains and cooler weather have so improved crop conditions that earlier predictions as to bumper crops will still be realized. In the line of industrial development there seems to be evident the progressive movement that characterizes this entire section.

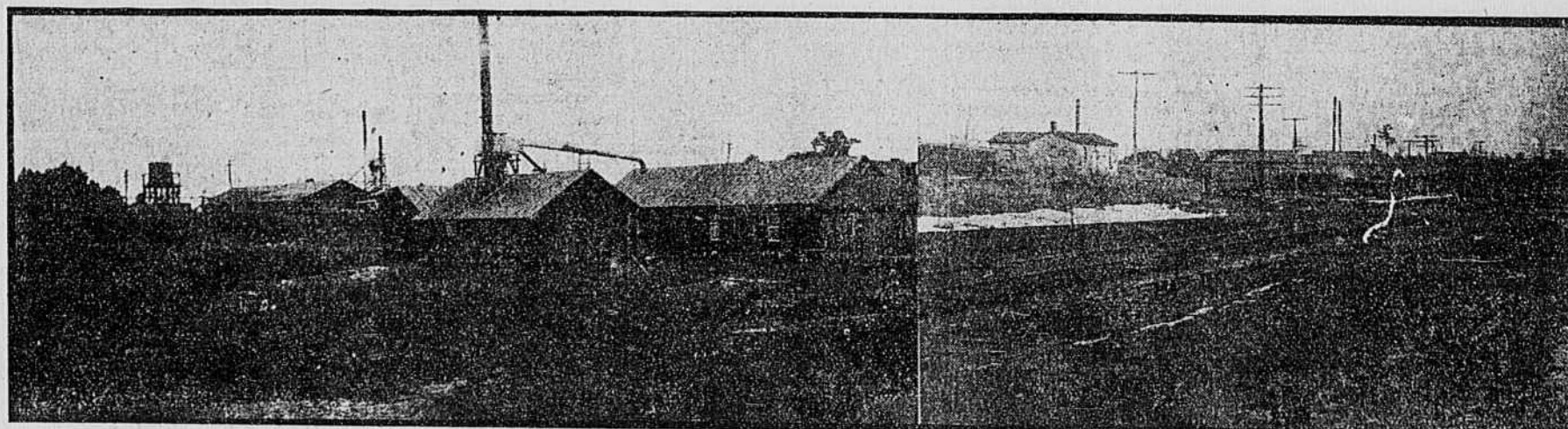
Notes from the new industries reported for the week are the following:

Charlottesville—\$100,000 orchard company.
Norfolk—\$50,000 realty company; \$15,000 realty company; \$20,000 realty company; \$10,000 automobile company.
Baltimore—\$100,000 brick and manufacturing company.
Richmond—\$100,000 lumber company.
Berkley Springs—\$50,000 glass and sand company.
Milton—Water company.
Morgantown—\$50,000 development company.
Parkersburg—\$50,000 water and power company.
Petersburg—\$50,000 bottling works; \$5,000 bottling machine company.
Summit Point—\$10,000 plumbing company.
Wheeling—\$50,000 piano company.
North Carolina.
Candler—\$100,000 mine.
Durham—\$10,000 bicycle factory.
Elizabeth City—Cotton mill.
Farmville—\$50,000 hardware company.
Greensboro—\$15,000 company.
Oriental—\$15,000 development company; \$50,000 warehouse company.
Rockingham—\$15,000 machine company.
Wilmington—\$25,000 realty company.

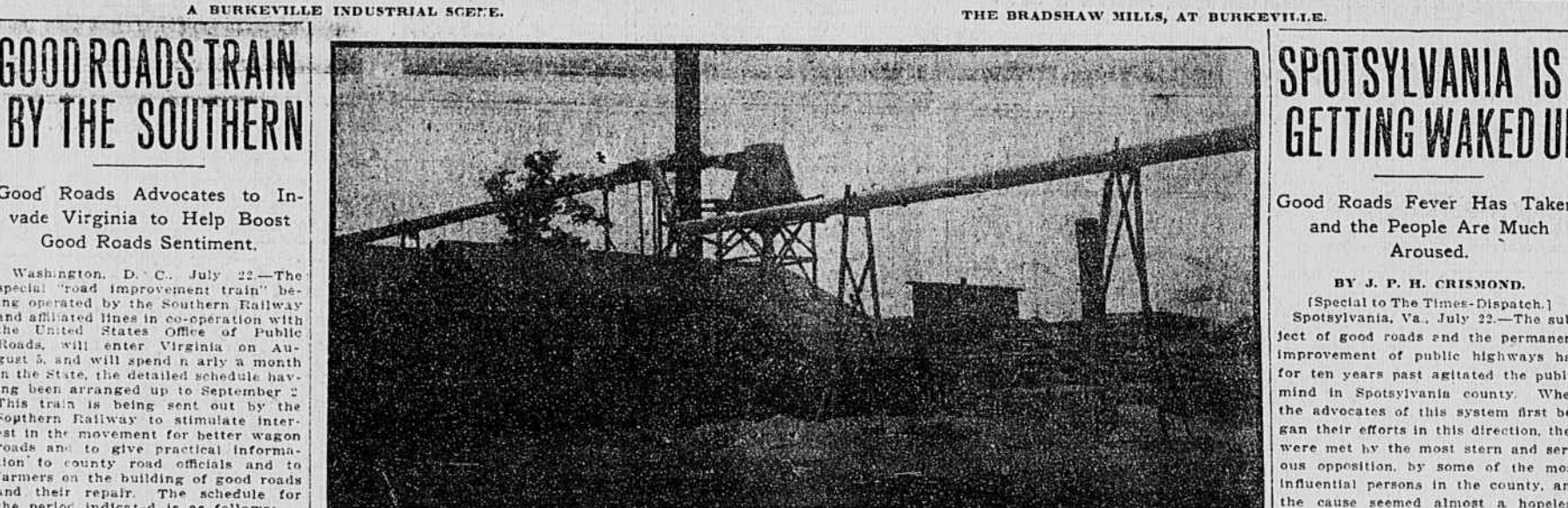
SCENES IN PROGRESSIVE BURKEVILLE



BURKEVILLE'S BANK.



BURKEVILLE'S OLD HIGH SCHOOL BUILDINGS.



A BURKEVILLE INDUSTRIAL SCENE.

THE BRADSHAW MILLS, AT BURKEVILLE.

GOOD ROADS TRAIN BY THE SOUTHERN

Good Roads Advocates to Invade Virginia to Help Boost Good Roads Sentiment.

Washington, D. C., July 22.—The special "road improvement train" being operated by the Southern Railway and affiliated lines in co-operation with the United States Office of Public Roads, will enter Virginia on August 5, and will spend nearly a month in the State, the detailed schedule having been arranged up to September 2. This train is being sent out by the Southern Railway to stimulate interest in the movement for better wagon roads and to give practical information to county road officials and to farmers on the building of good roads and their repair. The schedule for the period indicated is as follows:

August 5, Saturday, Clarksville, 10 A. M.
August 6, Monday, Alexandria, 9 A. M.; Manassas, 2 P. M.
August 7, Tuesday, Marshall, 9 A. M.; Front Royal, 2 P. M.
August 8, Wednesday, Woodstock, 10 A. M.; Harrisonburg, 3:30 P. M.
August 9, Thursday, Charlottesville, 10 A. M.; Culpeper, 2 P. M.
August 10, Friday, Orange, 9:30 A. M.; Culpeper, 2 P. M.
August 11, Saturday, Remington, 10 A. M.; Warrenton, 2 P. M.
August 12, Monday, Coveseville, 10 A. M.; Rockfish, 2 P. M.
August 13, Tuesday, Arlington, 10 A. M.; Lawton, 2 P. M.
August 14, Wednesday, Alta Vista, 10 A. M.
August 15, Thursday, Chatham, 9:30 A. M.; Rocky Mount, 3:30 P. M.
August 16, Friday, Danville, 2 P. M.
August 17, Saturday, Martinsville, 10 A. M.; Stuart, 2 P. M.
August 18, Monday, Drake's Branch, 10 A. M.; South Boston, 3:30 P. M.
August 19, Tuesday, Meherrin, 10 A. M.; Burkeville, 2 P. M.
August 20, Wednesday, Jetersville, 9:30 A. M.; Amelia, 2 P. M.
August 21, Thursday, Mosely, 10 A. M.; Middleburg, 2 P. M.
August 22, Friday, Fair Oaks, 10 A. M.; Tunstall, 3:30 P. M.
August 23, Saturday, West Point, 10 A. M.; Cohoke, 2:30 P. M.
August 24, Monday, Keysville, 10 A. M.
August 25, Tuesday, Virgilina, 9 A. M.; Boydton, 2 P. M.
August 26, Wednesday, Broadnax, 10 A. M.; Lawrenceville, 2 P. M.
August 27, Thursday, Emporia, 10 A. M.; Drewryville, 3:30 P. M.
August 28, Friday, Holland, 4 P. M.
August 29, Saturday, Suffolk, 10 A. M.; Pinner's Point, 2 P. M.

At each stop free lectures and demonstrations will be conducted by two road building experts of the United States Department of Agriculture, L. E. Boykin and H. S. Fairbanks, assisted by a representative of the land and industrial department of the Southern Railway. Two coaches of the train are filled with exhibits, pictures and working models, and the lectures are illustrated with stereoscopic views. The Southern Railway at great expense is handling this train without charge to the government in order that the people along its lines may have the opportunity to receive the valuable information as to road building which it affords.

CHICKEN EDITOR GOES TO HAMPTON

Learns New Things in General, and About Chicken-Breeding in Particular.

BY WALTER C. SCHAAF.

Hampton, Va., July 22.—As I sit here on the broad piazza of Professor Graham's model, up-to-date home and look out at the vast expanse of water, I cannot help but think, this neighborhood would be a grand location for a duck farm on a large scale. With large pens running down the sloping green banks, and say a hundred feet into the water, would mean practically no labor except the feeding.

Now it is a well-known fact that ducks that have access to moving water and grassy banks will find three-fourths of their feed. This is why the duck farms around Baltimore and Long Island pay so handsomely. To get back to my this week's letter: On last Tuesday we accepted Professor Graham's kind invitation to come down and inspect the agricultural department of the Hampton Normal Institute. We were met at the train by the jolly doctor of the institute and escorted to the office, where, after cordial handshaking with Professor Graham and assistant, we were shown around the different buildings. To say we were surprised at the magnitude with which this great work is being carried on, is putting it mildly. The 850 students are taught almost anything they wish to learn in the way of a trade. After making the rounds of the machine and boiler building which it affords.

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UNION MANUFACTURING COMPANY.

VIEWS AND NEAR VIEWS; HINTS AND SUGGESTIONS

Suggestions and Hints That Come by the Way of a Sister State—Chicken Raisers About to Shake Richmond—Norfolk Bids for Poultry Show—Various Notes.

BY FRANK S. WOODSON, Industrial Editor.

The chicken raisers of Virginia have an organization that is well calculated to do a great deal of good in a general way. This organization, which is known by the name of the Virginia Poultry Association, and has Richmond for its headquarters, has for the past several years been holding a poultry fair in this city early in the year. This poultry exhibition attracts to the city many people not only from among the chicken raisers near to the city, but from distant parts. The association's exhibition has grown to such an extent that the executive committee is now finding some difficulty in getting a house big enough for the show.

It is a curious fact that many of the public buildings of decent dimensions owned and controlled by the city are encompassed with certain restrictions, and city laws that largely curtail their usefulness. The armory, for instance, is tied up under law so that nothing short of a man in uniform can get into it. All the other public buildings in the city are in like manner circumscribed. So when the chicken raising folks go around to look for a place in which to hold their annual show the city offers no inducements and the association has to rent quarters at exorbitant rates and often more than otherwise have to pay big money for inadequate quarters.

Norfolk, a right good town of its kind, but one that is wide-awake when a good thing is in sight, is offering the Poultry Association right sharp inducements to hold their next show the coming year in the city by the sea. Richmond ought to keep this show, and I think it would pay somebody to give the chicken raisers all the room they want for a show and not charge them a cent for it. Whether that somebody be the city authorities or the Chamber of Commerce, or any other organization, I do not pretend to say, but we ought to keep the chicken show right here in Richmond.

Home Manufactures.

In the quantity of coke produced West Virginia leads. So I am told by an authority on the subject, but I am informed by the same authority that West Virginia is largely outranked in the value of the product. Alabama, for instance, largely leads West Virginia in the value on the ground of the coke product. The reason for this lies in the fact that the output of Alabama has in the iron-manufacturing centre of Birmingham and vicinity a local consumptive market, whereas practically all of the West Virginia coke is shipped to furnaces outside of the State. In reaching for these markets not only does the coke of West Virginia have to meet in competition the product from other States, but each district in the State becomes a rival with the other West Virginia districts, and the result is exhibited in the statistics of production and value. Now, there is a hint right here. A hint and a suggestion that is good not only for West Virginia, but for Virginia. West Virginia ought to have and could have, were it wise enough, factories of one kind and another to

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BURKEVILLE TOWN; ITS ADVANTAGES

The Old Time Railway Junction; the New Town It May Be.

LIVE MEN THERE; BANKING CHANCES

A Town That Was Once Dead Now Opens Up With Bright Prospects for the Future. Industrial Plants Now There—Chances for Others.

BY FRANK S. WOODSON.

Burkeville, Va., July 22.—Nottoway, one of the best among the Southside Virginia counties, has several good towns and villages—town and villages that do an immense amount of business in their way, and are capable of doing a great deal more. Burkeville is one of these towns.

Who in Virginia has not heard of Burkeville, the junction of two railroads, the old town that was in the good old days of long ago known as Burke's Junction? It was thus known because it took its name from a good man by the name of Burke, and, secondly, because it was the place where people changed cars from the old Richmond and Danville road to the old Southside road and vice versa. The Richmond and Danville is now an important link in the great Southern Railway system, and the Southside railway is just a short link in the great Norfolk and Western system, but all the same the two roads continue to cross right here, and because they do cross and because they fight for the freight and passenger traffic, Burkeville enjoys all of the privileges that are granted in what is known as the "Virginia city basis rate." That means that Burkeville and any enterprises in Burkeville and all of the Burkeville merchants get as good freight rates as Petersburg or Richmond or any other Virginia town or city.

Just Why?

Under these conditions just why Burkeville has not grown and prospered and become a manufacturing centre and a wholesaling centre and a big town it would be hard to tell unless one knew a thing or two on the side. I have found out a thing or two on the side, and I am impressed with the idea that this town for a long time was afflicted with too many old fogies, old codgers who by the wills of their ancestral fathers owned too much of the property of the town and the surrounding section. These old fogies were loath to part with their ancestral possessions. I could name a number of cases in the town of Burkeville, and I could name a number of cases in the town of Crewe, where there are which Burkeville and its manufacturing enterprises, and its many handsome homes. And the Burkeville of to-day is nothing to what the Burkeville of the next decade can be and ought to be and will be if the people will just get a move on themselves and look industrial and right in the face and act and govern themselves accordingly.

The Burkeville of To-Day.

Nevertheless, Burkeville is a pretty good country trading town, and I have learned by walking about its domain that it not only does a good deal of business, but that it has reason to be proud of its schools and churches, its business houses, its hotels, its bank and its manufacturing enterprises, and its many handsome homes. And the Burkeville of to-day is nothing to what the Burkeville of the next decade can be and ought to be and will be if the people will just get a move on themselves and look industrial and right in the face and act and govern themselves accordingly. Mind you, I am not reading a lesson to Burkeville folks. Probably they know their own business pretty well, but maybe a hint or two might not be out of place.

But it is the Burkeville of to-day I am calling upon to talk about. According to the reports of the census takers the population of the town is something more than 750. This population is scattered over a great deal of ground, for the town limits of Burkeville are immense. There are some suburban folks who would add largely to this population if they were willing to admit that they were Burkeville folks. All the same, the folks come in here by droves, and they love to mingle with the town folks.

Industrial Enterprises.

Of the industrial enterprises in Burkeville I have space to mention only a few. The J. L. Bradshaw Co-operative Company, of which Governor Mann is the president and J. L. Bradshaw is the shining light and general manager, is a wood-working establishment that does a big business. The company makes millions upon millions of barrel and keg headings and staves. This company has five or six branch shops and saw mills, and all that kind of thing, and this Burkeville shop is the headquarters for the immense business the company does in several counties and at several mill plants. These people ship the products of their various factories to all parts of the country, but mainly to the North and Middle West sections, where the fruit dealers and the crockery makers and the nail makers are only too glad to get the Virginia boxes and baskets and kegs and other utensils made of the old Virginia pine.

Spokes and Wheels.

Another enterprise here in Burkeville, and one that employs a large number of hands is a branch establishment of the Pittsburg (Pa.) Wheel Banding Company. As I understand it, this big shop, which is a big shop, is only a minor branch of the company's bigger shop up in Pennsylvania. This shop makes spokes and rims to be used in the bigger wagon and buggy factories up North, and in the meantime they are working a large number

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